

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Black Sea)	REPORT	[REDACTED]	25X1
SUBJECT	Port of Novorossiysk	DATE DISTR.	24 September 1954	
DATE OF INFO.	[REDACTED]	NO. OF PAGES	3	
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	FOR CRITICAL SECURITY REASONS RDTHIS REPORT IS NOT TO BE FURTHER TRANSMITTED WITHIN THE UNITED STATES, OR BEYOND THE BORDERS OF THE UNITED STATES, WITHOUT THE EXPRESS PERMISSION OF THE RELEAS- ING OFFICE.	
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(FOR KEY SEE REVERSE)

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1. [REDACTED] The entire coast was covered with snow, and the fog was so heavy that landmarks were not recognizable. [REDACTED]
2. [REDACTED] ship announced its name to the semaphore station at Doob Point upon arrival on 26 January and called for a pilot. The radio-telephone station at Novorossiysk was informed of the arrival on the wavelength of 21.88 kilocycles. Immediately after berthing at Novorossiysk the captain of the ship was requested to explain the peculiar route he followed along the coast before anchoring. [REDACTED]

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- The ship's radio-telephone was only partially placed under seal. When the ship left port, it was accompanied by a patrol vessel as far as the limit of territorial water. Port authorities and the personnel of the steamship company were cordial but appeared reluctant to engage in conversation. Crew members were permitted to go ashore. They reported that store window displays were meager, civilians were poorly dressed, and there were few automobiles. Military personnel seemed well-dressed.
3. No military or merchant vessels were encountered in the vicinity of Novorossiysk. In the bay directly south of the port informant observed 12 ships, apparently steel motor fishing vessels of 200 to 400 tons, with radio and direction finder equipment. In the port itself informant saw the Soviet cargo ship AKADEMIK KRILOV, which had reportedly just arrived from China with a cargo of seed grain. In the wet basin there were four to six vessels of the Italian ALANO type equipped with wireless and radio telephone. On the mastheads of these ships informant observed a cylindrical installation 80 to 100 centimeters high completely closed and painted grey. In the wet basin there were also 12 motor torpedo boats, small vessels of the VAS type, all rather old. Beyond the cement mole, along the quay connecting with the

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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eastern breakwater, two merchant ships, one of 2,000 tons, the other of 1,000 tons, were under repair. A small ship was berthed at the cement mole.

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4. On the coal mole a two-story shed is used for grain storage. The shed is at the foot of the mole, extending about three-fourths of its length. Grain is stored on the second floor. The head of the mole is almost completely covered with large piles of coal which extend on the west toward the railroad tracks. Electric portal cranes operate on tracks on both sides of the mole, four on the east and four on the west. Railway tracks run beneath the cranes. Behind the coal mole, the large thermal electric power plant stands on the quay. East of the power plant is the cement plant, which is connected by rail with the cement loading pier.

5. South of Novorossiysk  two tall frame structures painted green and topped by small housings. No radio mast was visible. The two towers stood about ten miles apart and a short distance inland. (See sketch on page 3).

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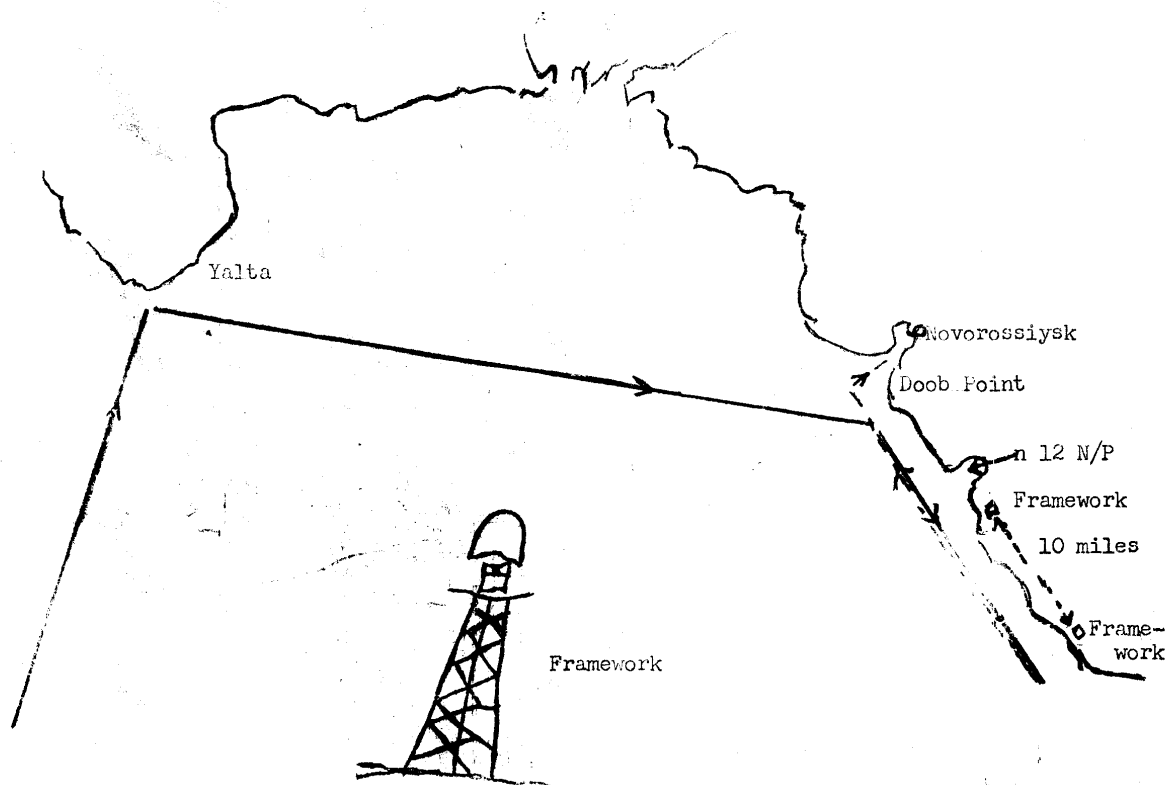
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Sketch of Novorossiysk Area



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